

IMPERIAL DECREES.

THE YELLOW RIVER FLOODS.
In a sequel to the distress reported to me, about the Yellow River floods in Shantung, I, the Emperor, D. Wang Tzai-shan, etc., etc., hereby assign the sum of Tls. 200,000 from the Privy Purse to be sent to Governor Chang Ju-mei of the said province for distribution to relieve the general distress.

October 18th.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

THE IMPRESS-DOWN OF THE ARMY FORMS.
At the competitions for military degrees to be held to-morrow, the following officers are commanded to superintend the Army Examinations, Prince Tzai-shan, Duke Tzai-shan, Prince Tzai-shan, Song Kuei, Wai Chib, Prince I Mo, and Shu Chang.

NAVAL NOTES.

(From Home Press.)

It is stated that Messrs. Vickers, Sons, and Maxim, of Barrow, have secured the contract for a Japanese battleship of 15,000 tons, which is to cost £3,000,000. Clyde and Tyne shipbuilders tendered unsuccessfully for the vessel.

The Admiralty have given instructions for a portion of the new water-distilling apparatus, which was to be placed in a house in course of erection at Sheerness Dockyard, to be shipped without delay for the China Station for use at Wei-hai-wei.

Fresh war material will be despatched to Port Arthur and Tientsin by the Ministry of War. It will be conveyed by the steamer *Koroff*, of the Russian Steam Navigation and Trading Company. The first-class gunboat *Chilka* will shortly leave Cronstadt for the Pacific.

Amongst the guests present at a trial run of the new torpedo-boat *Bog*, built by Yarrow for the Austrian Government, was Captain Mokoyama, the Japanese Naval Attaché in London. As the *Bog* is similar to the five torpedo-boats Messrs. Yarrow have just constructed to build for the Japanese Government, the Naval Attaché will be able to definitely report to his Government on the class. The *Bog* has a breadth of beam of only 15 ft. 3 in., and its length is 152 ft. 6 in., and a large portion of its space is occupied by machinery which gives it great speed. This machinery consists of two Yarrow patent straight tube water-tube boilers and a set of triple expansion engines capable of indicating about 4,000-horsepower. The bunkers, which extend along each side of the boiler compartment, carry sufficient fuel to give a radius of action of 1,500 knots at a 10 knot speed. The vessel is divided into a large number of water-tight compartments by transverse bulkheads, and the arrangement, when on board, will consist of three pivoted 18 inch torpedo tubes, two placed forward and one aft, and also two quick-firing 3-pounder guns and a boat made on its trial trip, and when carrying a load of 44 tons, to represent the armament, a speed of 24.265 knots, with a pressure of steam of 180 lbs. per square inch, 340 revolutions per minute, and an air pressure in the stockhold averaging less than one inch of water. The cost of the boat now being constructed for the Austro-Hungarian Government is between £18,000 and £19,000, which is about one-third the cost of the 30-knot destroyers of 200 ft. in length now being built in large numbers for various naval powers. Though the speed of these destroyers is given at 30 knots, it must be understood that this is obtained without the armament they must ultimately carry.

The Germans have not taken long to profit by one of the lessons of the Spanish-American war. They have decided to intervene the primary armament of the cruiser now building, so as to secure greater rapidity of fire. The low percentage of "hits" to the total shots fired has reference largely to the difficulty of determining range, and it is held that on land as well as sea a rapid-firing gun finding the range first may largely offset the issue. The Germans have decided to replace the 9.45 in. gun for the 11 in. gun originally decided upon, for although the latter delivers only a 474 lb. shell, with a muzzle energy of 14,050 ft. tons against a 562 lb. shell with a muzzle energy of 21,750 ft. tons in the case of the 11 in. gun, there is the solid advantage that the smaller weapon is to be fired twice in three minutes, while the larger gun can only be fired once in that period. The difference in penetration is 26 inches against 30 inches, so that it will not affect the result. In view, especially, of the higher rate of fire, the rapidly, however, is not very striking for the new guns, as with the 9.45 in. gun in our Navy three shots have been fired in about 25 seconds, and in any case we could fire three shots for every one of this 9.45 in. gun of the German ship.

Being desirous of encouraging good shooting in the Navy, the Ex. Comm. of the Navy League recently went to the Admiralty offering a prize of 20 guineas to the ship which made the best practice at the next half-yearly prize-firing. They proposed this year to limit the competition to the Channel Squadron, and on a future occasion to extend it to the other fleets. The Secretary of the League has now received a reply, stating that the Lords Commissioners of the Admiralty are not prepared to accept the offer.

The most remarkable feature of the cruisers of the new Russian programme is the high speed which is being aimed at. Thus the 6,000 ton cruisers corresponding in size very nearly to our *Minotaur* and *Argonaut* classes, are to develop 18,000-horse power, and to steam 20 knots, while at the same time they carry twelve 6 in. guns, twelve 12-pounders, and six machine guns. Of this type six are being built in Russia, one at least, and two in Germany. The 3,000 ton cruisers are to steam 25 knots, and to carry six 4.7 in. guns. Five are ordered. It will be seen that we have no protected cruiser of moderate size coming anywhere near these vessels, and we have nothing built or building that could do the 25-knot class. It is thought we had to deal with an inviolable ship, but here are eleven fast vessels ordered or actually in hand.

Admiral Sir F. W. Richards, G.C.B., the senior Sea Lord of the Admiralty, will retire from that position in November next, on account of age. It is not yet known who will succeed him, but a Plymouth correspondent says that in naval circles there is a confident belief that the appointment will be given to Vice-Admiral Lord Walter Talbot Kerr, K.C.B.

Sixteen men-of-war are building by the Admiralty in the Royal Dockyards, with displacement of 17,695 tons, and in private yards 44 ships, of 11,095 tons, are being constructed for the British Government. In addition to these, 30 warships, with a displacement of 10,795 tons, are being built on foreign account in the private yards on the Thames, the Tyne, and the Clyde. The result is that there being constructed in the United Kingdom 104 war vessels, with a total displacement of 338,285 tons.

The launch of the *Yves* at Brest on September 1st is a very fine achievement on the part of the French constructors, and warns us that we no longer have a monopoly of speedy construction. She was laid down on January 1st of this year, so that she has been only eight months on the stocks, or two months less than the *Gaulois* which hitherto held the French record. The weight of battleships when launched in France is generally 3,000 tons, whereas in England we usually build 6,000 or 7,000 tons into our big vessels before putting them afloat. The *Yves* is generally of the *Charlemagne* type, carrying four 12 in. guns in two turrets and eight 6.3 in. and eight 4 in. quick-firers. She is a triple-screw ship, with engines of 15,520-horse power, which should give her a speed of at least eighteen knots. She will be followed on the stocks by a new battleship of slightly larger size, to be named the *Surcouf*. This ship will be laid down at once, and pushed forward without delay.

The *Zeppelin*, cruiser, Capt. C. G. Robinson, arrived at Spithead on 19th ult. at the conclusion of the trial of the trials that had been specially ordered by the Admiralty. These trials included a sixty hours' trial at 15,000-h.p., a trial of similar duration at 18,000-h.p., an eight hours' run at 22,000-h.p., and finally a four hours' run at 25,000-h.p. At each trial the engines exceeded expectations, and there was a marked absence of vibration. At the final trial

AT FASHODA.

WHAT FRANCE THINKS.

Russia in the Background.

In official quarters in Paris the Fashoda incident did not, at least at first, cause any alarm. It was confidently anticipated that the matter will be settled in a friendly spirit. The question to be decided, they say, is whether the Equatorial provinces are to be looked upon as non-manna land. In that case, no one could contest the right of France to occupy them. If, on the contrary, they are Egyptian provinces, then France has, like Great Britain, worked towards recovering those provinces for the benefit of their sovereign the Sultan.

The *Temps* in an article on Major Marchand's occupation of Fashoda said, on September 17th:—"It must be very well known in chauvinist circles in Great Britain that if France has decided to submit to examination the different questions which may arise from the occupation of Fashoda by a French force, it is on condition that this examination shall be correctly conducted with a view to cancelling the interests involved, and it goes without saying, with due regard to the legitimate susceptibilities of the two countries. Major Marchand is at Fashoda charged with carrying out a mission to which we in France attach very real importance, and every act involving his person—that is to say, the flag of which he is the guardian—will be considered on our part as carrying with it all the consequences usual in such incidents."

The Russian Press, as represented by the *Nouvelles Vremya*, warmly supported the pretensions of France, and treated British warnings in the light of an empty threat—"a sensational rattle of arms, an attempt at intimidation predestined to fail." An Anglo-French conflict, it glibly declared, was out of the question. "The Cabinet of St. James's always becomes resigned to the inevitable as soon as it meets with proper resistance. London diplomacy will not commit such a folly, and risk a combined anger of all Europe. In the event of Major Marchand's refusal to leave Fashoda only one power has the right to declare war on France, and that is the supreme ruler and vizier of Egypt, the Sultan Abdul Hamid." There seems to be an unintentional admission in this last sentence, that Marchand has no right to remain at Fashoda.

THE SIRDAR MEETS MARCHAND.

Fighting the *Le Sofa*.

Lord Kitchener, only at Fashoda, with his little expedition, on the morning of September 21st. His journey had not been without adventures; for on the 18th, the gunboat *Sofa* had been captured, and a sharp combat had ensued. This was the second of the two gunboats despatched by the Khedive to investigate the Euro-Asian occupation of Fashoda. It had maintained its observation post in the Nile, while the sister-ship returned to Omdurman for reinforcements. The *Sofa* maintained a hot fire from four 12-inch guns, and the *Sirdar*, it is alleged, had several narrow escapes. It was supported, moreover, by a battery of Derivatives on shore, but they finally failed, leaving numbers of dead and wounded, and the gunboat was disabled.

There is some difference of narrative as to the exact proceedings on arrival at Fashoda. One account says that the *Sirdar* and Marchand met at the water-side, and a second declares that the *Sirdar* first landed alone, and a third, and surely the most probable, pictures the French commander, dressed in white, waving off to the *Sirdar's* steamer; the *Sirdar*, we are told, looked elderly and worn. Whichever way the meeting was brought about, the conversation was perfectly amicable and hospitable being exchanged—a bottle of champagne being mentioned by one writer with great approbation. Colonel Wingate accompanied Marchand to his quarters; and the *Sirdar's* troops were then landed, and the *Sirdar* himself followed to the strains of the *Khedivial* band.

The French force occupied a virtual island of five acres. Scarcely a single English soldier, French flag, and the position was fortified with a stout redoubt and trenches. The black soldiers were evidently ready for action, but no shot was fired. The Anglo-Egyptian force was posted behind the island, barring Marchand's passage to the mainland. Of the French officers who accompanied the latter, four had died.

The same afternoon, Lord Kitchener started for Sobat, leaving only the eleventh Sudanese Regiment to garrison Fashoda. He reached Sobat on the 22nd September, where a few natives were seen. The Egyptian flag was again ceremoniously hoisted; and, leaving the 13th Sudanese Regiment there, the *Sirdar* returned to Fashoda, where all was found to be quiet.

MAIL ROBBERIES.

John William Jago and John Kynaston, lately chief and third officers respectively on board the White Star liner *Britannic*, were brought up for sentence on 19th ult. at the Old Bailey, in connection with the robbery of mails on the *Britannic*. A question was asked as to how Jago came to occupy such an important position seeing that he had been convicted of forgery, and counsel for the White Star Company explained that he brought them a Board of Trade certificate, which was supposed to be a guarantee of his good character. In 1894 the Board gave him an extra certificate, which would not have been granted if it had been known that he had been convicted of forgery. It was this and his excellent service for nine years with the company which secured him gradual promotion, until at last he became chief officer. The Recorder sentenced Jago to eight years' penal servitude and Kynaston to twelve months' hard labour. The story of this astounding crime has been fully told in the written confession of Kynaston, the third officer on the *Britannic*. It appears that Jago had been accustomed for some time to enter the mail room, of which he had the key, and overtake the bags. But on the voyage home in the *Britannic*, he proposed to Kynaston to join him in the plunder, as he found the work too heavy to carry on single-handed. The plan was as follows:—Between twelve and two at night, when the ship was quiet, Kynaston went below to the mail room with Jago's key, picked out a bag, and carried it to the baggage room. Jago undertook to do the rest. The first thing was to get the stewards out of the way, and they were called up to the bridge and detained by Jago in conversation while the bag was being smuggled to the baggage room. Then Kynaston took Jago's place on the bridge while he went below with a cloth bag, in which he put the mail, and carried them off to his room.

NOT A N D A .

CALENDAR.

Metereological means based on ten years' observations to 1895.
Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 5.58

TO-DAY.

WEATHER REPORT.
On date at On date at
To-morrow 4 P.M. 4 P.M.
Barometer 29.91 29.83
Thermometer 80 83
Humidity 41 33
Rainfall 41 33

TO-DAY.

Wednesday, 26th October, 1898.
Chinese—12th of 9th moon of 24th year of Kwong-shi.
Moon—in Equator 7hr. a.m.
High water—Morning 6hr. 16min.
Afternoon 7hr. 18min.
Low water—Morning 8hr. 18min.
Afternoon 9hr. 59min.

ANNIVERSARIES.

1839—Lia ordered all British ships to leave the coast of China within 3 days.
1843—In Canton 3,000 houses and 3 factories burnt.
1850—North West Passage discovered by McClure.
1859—Royal Charter wrecked.
1891—Pacific Mail Co.'s steamer *City of New York* stranded outside San Francisco harbour.

1894—Chia-lien-cheng taken by the Japanese.
1896—Li Hong-chang appointed Minister for Foreign Affairs.
1897—Mr. McLeary Brown, Financial Adviser, dismissed by the Korean Government.

TO-MORROW.

Thursday, 27th October, 1898.
Chinese—13th of 9th moon of 24th year of Kwong-shi.
High water—Morning 7hr. 25min.
Afternoon 7hr. 35min.
Low water—Morning 1hr. 5min.
Afternoon 1hr. 18min.

1728—Captain Cook born.
1854—Daniel Webster died.
1870—Surrender of Metz.
1871—The Tatar General, Chang Shan, visited Hongkong.
1895—Li Hong-chang charged with trespassing in the Imperial Park.
1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

1897—Death of H.R.H. the Duchess of Teck.

NOT A N D A .

CALENDAR.

Metereological means based on ten years' observations to 1895.
Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 5.58

TO-DAY.

WEATHER REPORT.
On date at On date at
To-morrow 4 P.M. 4 P.M.
Barometer 29.91 29.83
Thermometer 80 83
Humidity 41 33
Rainfall 41 33

TO-DAY.

Wednesday, 26th October, 1898.
Chinese—12th of 9th moon of 24th year of Kwong-shi.
Moon—in Equator 7hr. a.m.
High water—Morning 6hr. 16min.
Afternoon

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU R. Nagano	Kobe and Yokohama	Friday, 25th October, at 4 P.M.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and Melbourne	Friday, 25th October, at 4 P.M.
KANAGAWA MARU J. MacKenzie	MAKESBILLS, LONDON and ANTWERP, via Singapore, Penang, Colombo and Port Said	Thursday, 27th October, at 4 P.M.
HIROSHIMA MARU S. Taji	BOMBAY via Singapore and Colombo	Tuesday, 1st November, at Noon.
SANUKI MARU W. Townsend	Kobe and Yokohama	Wednesday, 2nd Nov., at 4 P.M.
KINSHI MARU F. J. Brown	SEATTLE, WASH., U.S.A., via NAGASAKI, Kobe and Yokohama	Saturday, 5th November, at 4 P.M.
SADO MARU J. B. Murray	MAKESBILLS, LONDON and ANTWERP, via Singapore, Penang, Colombo and Port Said	Thursday, 8th November, at 4 P.M.

* Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA,
Manager.

Hongkong, 22nd October, 1898.



SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS.
EGGOT & GRANGE, 40, MATTHEW, PARIS.
Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

WHAT VITALITY MEANS.

Vitality is your measure of force or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It is a food which, whether the system is in a healthy condition or whether it fails to assimilate the right kind of food, it is an effective remedy for restoring vitality and health.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.THE GREAT AUSTRIAN TONIC
OR
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of so.

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896.

SERRAVALLO'S

SURGEON-DEPUTY.

No. 10, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1896.

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GAZEE,"

will be despatched as above on SUNDAY, the

6th November, at Daylight.

S.S. "BRAEMAR" about 14th Dec., 1898.

S.S. "ENERGIA" " 31st Dec., 1898.

S.S. "MOGUL" " 15th Jan., 1899.

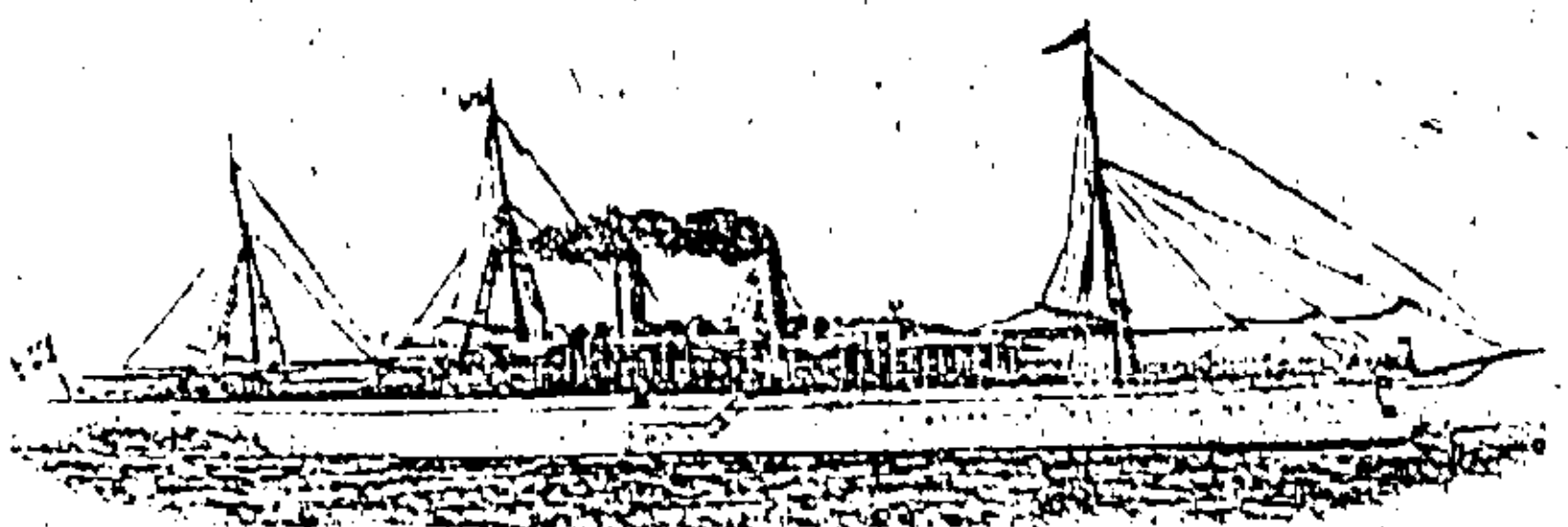
For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 21st October, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Nov., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 31st Dec., 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection

at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN

PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddar's Street.

Hongkong, 26th October, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIJUN,"

Captain Douglas, will be despatched for the

above Ports, TO-MORROW, the 27th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFAIR & Co.,

General Managers.

Hongkong, 26th October, 1898.

[1276]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"

Captain W. S. Stiller, will be despatched as

above TO-MORROW, the 27th instant, at 2

P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 20th October, 1898.

[1262]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA,"

Captain Sales, will be despatched as above

TO-MORROW, the 27th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898.

[1270]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Overbridge, will be despatched TO-

MORROW, the 27th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898.

[1248]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON,"

Captain Smith, will be despatched as above

on or about the 29th instant.

For Freight or Passage, apply to

SHEWAN TOMES & Co.

Agents.

Hongkong, 8th October, 1898.

[1211]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain T. Moore, will be despatched on

SUNDAY, the 30th instant, at Daylight.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898.

[1212]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above

on TUESDAY, the 1st November, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898.

[1271]

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)HAMBURG
AMERICA LINE.
(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL,
GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*BABELSBERG	HAVRE & HAMBURG	About 7th November	Freight and Passage.
ANDALUSIA	LONDON, HAMBURG & ANTWERP.	About 12th November	Freight.
Schlesier	HAVRE AND HAMBURG	About 17th November	Freight and Passage.
STOLBERG	HAVRE AND HAMBURG	About 25th November	Freight and Passage.
SAVOIA	HAVRE AND HAMBURG	About 25th November	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

Agents,

Hongkong, 18th October, 1898.

[981]

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glasgow... 3,750 | J. McGillivray... Nov. 1.

Victoria... 3,107 | J. Truebridge... Dec. 6.

Tacoma... 2,555 | A. Dixon... Dec. 10.

Glasgow... 3,750 | J. McGillivray... Jan. 10.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Columbia... 2,605 | A. Gow... Nov. 12.

Lanark... 3,677 | Williamson... Dec. 24.

Monmouthshire... 2,874 | W. A. Evans... Jan. 21.

THE attention of Passengers is directed to the

very cheap rates offered by this Line.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

HONGKONG TO NEW YORK 44.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the Rocky and Cascade Mountains. The

YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 21st October, 1898.

[1274]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday | 9th Nov.

Bayern... Wednesday | 7th Dec.

Prinz Heinrich... Wednesday | 4th Jan.

Prussia... Wednesday | 1st Feb.

Sachsen... Wednesday | 1st March.

ON WEDNESDAY, the 9th day of Nov.,

1898, at 9 A.M., the Company's Steamship

"SACHSEN," Captain H. Supper, with MALE

PASSENGERS, SPECIE & CARGO, will leave

this Port as above, calling at NAPLES and

GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 9th November. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 8th Nov., and Parcels will be received at

the Agency's Office until NOON on TUESDAY, the

8th Nov. Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet